

MINERS ENTOMBED.

TWENTY-NINE LIVES LOST NEAR DAYTON, TENNESSEE.

An Explosion of Fire-Damp—No Hope of Escape for the Imprisoned Men—Heartrending Scenes at the Mine.

CHATTANOOGA, TENN., December 20.—Twenty-nine miners lost their lives today in the Nelson mine, Entry 10, near Dayton, Tenn., by an explosion of fire-damp. The explosion was succeeded by a terrific crash, which indicated that the roof of the passage through which the men had entered, had fallen in. No avenue of escape was left, and there in a possibility that any of the men will be found.

The mine is the property of the Dayton Coal and Iron Company, is three miles from the town of Dayton, and is reached by a spur track.

The men, both white and colored, including several boys, entered the mine to go to work at 7 o'clock this morning. Nothing of the awful catastrophe was known till 11 o'clock, when the drivers saw Entry 10 found their way blocked by a solid wall of coal and slate.

The Nelson mine has been worked for twenty years or more, and the entry where the unfortunate miners are entombed ran back more than two miles from the mouth of the mine. The mine is of the kind common in southern coal-fields, known as drift or level-veined mines, and is worked in the direction of the vein straight into the face of the mountain, but before the entry is reached a long slope extends to a level several hundred yards below, at an angle of about twenty degrees.

Working parties have been working hard all day, trying to reach the miners, but it is probable that they will be several days forcing an opening through the wall of fallen rock, which must be made safe as they proceed. The foul air quickly exhausts the workmen, who are relieved by fresh hands. The work will continue day and night till the bodies are recovered.

At the drift-mouth hundreds of women and children soon gathered, and the scene of grief and despair is heartrending. Mothers wringing their hands, weeping daughters, and little children, sweethearts, and gray-headed grandparents are all in the greatest distress, for they have been told that there is no hope. It is a spectacle from which one turns sick at the heart.

The mine is ventilated by air-shafts or passages, so that the caving of the wall in the entry cut off the draft, and death was certain to those who breathed the poisoned air.

BLACKENED CORPSES REACHED. The latest details, at 4 o'clock, are to the effect that a way has been broken through the debris in the passage of Entry 10, and the blackened corpses of the dead miners were carried out one by one to the outside, where the work of identification began.

The number of victims, first reported at 20, was reached 23.

Two bodies recovered are those of negroes, which have not been recognized. William Raddy, a colored lad, was one of the last to be brought out. Life had been extinct in all the poor remnants of humanity stretched at the mouth of the tunnel.

The latest reports say that the gas was first ignited in No. 9, by Tom Hawkins, an inspector, on his usual morning round of the mines. The flames were rapidly communicated to entry No. 10 by means of air-passages.

All the men at work in entry 9 escaped, except Hawkins.

In No. 10 entry the deadly gas drifted back congested, doing its work so well that not one of the men at work in the mine in this cross-passage is alive to tell the story.

Oscar Hawkins, one of the first men to get out of No. 5, will also die, making twenty-two victims.

Leach and Westfield, two negroes, were found just outside the entry, having fallen dead just as they got beyond it.

CHARLES CITY. A new trial granted—An Acquittal—Major Drewry's Condition.

CHARLES CITY COUNTY COURT-HOUSE, December 20.—(Special).—County Court was in session until a late hour to-night. At the last term Wilson Hornum, charged with outrageous assault, was found guilty, and his punishment fixed at ten years in the penitentiary.

Major A. H. Drewry is still very sick at Westover, in this county; but his condition is more favorable to-day. Great interest is manifested in this gentleman, who is loved as a neighbor and admired as a citizen.

NEW COTTON-MILL IDEA. Alabama State Factory to Be Operated by Convicts.

BALTIMORE, MD., December 20.—The Manufacturers' Record has received particulars of the first cotton-mill ever built in this country, if not in the world, to be operated by convicts. The mill is to be built by the State of Alabama, and the operatives are to be the female and youthful convicts, seven eighths of them, to the dispatch states, being negroes.

Mr. Butler has also taken a great interest in the project, from whom full information comes that the State will reap good profits, as the cotton will be raised by convicts on the State plantation and manufactured on the ground.

These mills, the mill will be constructed by convict labor; will be of brick built on the ground, and the lumber will be sawed from trees standing on the convict farm, and dressed by the convicts.

A competent builder will oversee the construction of the mill, the capacity of which will be 5,000 spindles, 3,000 having already been purchased, the intention being to add the others shortly.

IMPORTANT MEXICAN DEALS. Fifteen Million Dollars from Barro, Rhodes, and the Rothschilds.

MEXICO CITY, December 20.—The most important deals which have been made in Mexico for many years are being made by A. C. Butler, of South Africa, arrived a few days ago with a letter of credit to the amount of \$15,000,000 from Barro, Rhodes, and the Rothschilds.

He was given a cordial welcome by President Diaz, and the result of his visit is the investment of several million dollars in the drainage tunnel which the government has under way and in the city water-works.

Mr. Butler has also taken an interest upon the street-railway system for \$7,000,000. This includes the entire street-car system, not only of the city, but of the Federal District.

VERY HEAVY TRACK. Prospect of Fast Time in New Orleans Spoiled.

NEW ORLEANS, LA., December 20.—A very heavy track after the generous rains of yesterday spoiled all prospect of fast time or exciting contests for to-day's sport, and all the winners finished well in the race.

The talent was in great form, four hot favorites winning easily. Major Austin broke down in the first race, and

A TALK

THE EX-MINISTER OF THE MONROE DOCTRINE.

Glad to See the President Supporting It—An Interesting Incident—Does Not Think There Will Be War—Must Be Firm.

GREENVILLE, N. C., December 20.—(Special).—The complication between the United States and England over the Venezuelan affair being the absorbing topic at present, your correspondent, knowing that ex-Minister J. J. Davis had spent four years in South America, and was well posted on our foreign relations, interviewed him to-day to obtain some expression on the President's recent message.

Mr. Davis replied: "I have read the message with great pleasure and hearty approval. I am delighted to see the President take so bold a stand in support of the Monroe doctrine."

"Did you give any special attention to the Monroe doctrine while you were a Minister of the United States in South America?"

"Yes, immediately after my appointment to see it. The fact of a big family of First-cabin passengers, even when they get into old clothes and storm-coats, are under the restraint of habit, and they do not care to be too joyous. They have a content during the voyage, but in the second cabin the concert goes on all the time."

Any one who can play on the piano, sing, or recite is called into service. The entertainment is not always of a high order, but it is spiced with good-fellowship, and the audience is patient and appreciative. On the Etruria, going over, and on the Lucania, coming back, a pleasant evening passed but the first-cabin passengers invaded the second-cabin deck and stood around the open port-holes, and the second-cabin passengers invaded the first-cabin deck, and the third-cabin passengers invaded the second-cabin deck, and the fourth-cabin passengers invaded the third-cabin deck, and the fifth-cabin passengers invaded the fourth-cabin deck, and the sixth-cabin passengers invaded the fifth-cabin deck, and the seventh-cabin passengers invaded the sixth-cabin deck, and the eighth-cabin passengers invaded the seventh-cabin deck, and the ninth-cabin passengers invaded the eighth-cabin deck, and the tenth-cabin passengers invaded the ninth-cabin deck, and the eleventh-cabin passengers invaded the tenth-cabin deck, and the twelfth-cabin passengers invaded the eleventh-cabin deck, and the thirteenth-cabin passengers invaded the twelfth-cabin deck, and the fourteenth-cabin passengers invaded the 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passengers invaded the hundred-hundred-seventy-third-cabin deck, and the hundred-hundred-seventy-fourth-cabin passengers invaded the hundred-hundred-seventy-fourth-cabin deck, and the hundred-hundred-seventy-fifth-cabin passengers invaded the hundred-hundred-seventy-fifth-cabin deck, and the hundred-hundred-seventy-sixth-cabin passengers invaded the hundred-hundred-seventy-sixth-cabin deck, and the hundred-hundred-seventy-seventh-cabin passengers invaded the hundred-hundred-seventy-seventh-cabin deck, and the hundred-hundred-seventy-eighth-cabin passengers invaded the hundred-hundred-seventy-eighth-cabin deck, and the hundred-hundred-seventy-ninth-cabin passengers invaded the hundred-hundred-seventy-ninth-cabin deck, and the hundred-hundred-eightieth-cabin passengers invaded the hundred-hundred-eightieth-cabin deck, and the hundred-hundred-eighty-first-cabin passengers invaded the hundred-hundred-eighty-first-cabin deck, and the hundred-hundred-eighty-second-cabin passengers invaded 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hundred-hundred-hundred-eighteenth-cabin passengers invaded the hundred-hundred-hundred-eighteenth-cabin deck, and the hundred-hundred-hundred-nineteenth-cabin passengers invaded the hundred-hundred-hundred-nineteenth-cabin deck, and the hundred-hundred-hundred-twentieth-cabin passengers invaded the hundred-hundred-hundred-twentieth-cabin deck, and the hundred-hundred-hundred-twenty-first-cabin passengers invaded the hundred-hundred-hundred-twenty-first-cabin deck, and the hundred-hundred-hundred-twenty-second-cabin passengers invaded the hundred-hundred-hundred-twenty-second-cabin deck, and the hundred-hundred-hundred-twenty-third-cabin passengers invaded the hundred-hundred-hundred-twenty-third-cabin deck, and the hundred-hundred-hundred-twenty-fourth-cabin passengers invaded the hundred-hundred-hundred-twenty-fourth-cabin deck, and the hundred-hundred-hundred-twenty-fifth-cabin passengers invaded the hundred-hundred-hundred-twenty-fifth-cabin deck, and the 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